

# Hongkong Daily Press.

ESTABLISHED 1857

No 13397 號第拾捌百叁千壹萬第 日十月十午六十二緒光 HONGKONG, TUESDAY, FEBRUARY 5th, 1901. 式拜禮 號伍月式年壹零一九千壹英港香 PRICE, \$2½ PER MONTH

## A. S. WATSON & Co., LIMITED.

SUNDAY HOURS OF BUSINESS.

FROM this date THE HONGKONG DISPENSARY will be OPEN for BUSINESS on SUNDAYS from 10 A.M. to 1 P.M.

Medicine and necessities can be procured at other times from the English Assistant on duty.

## A. S. WATSON & Co., LIMITED.

Hongkong, 28th January, 1901. [1632]

## CUTLER, PALMER AND CO.

WINE SHIPPERS SINCE 1815. Who have consigned their Brands to Hongkong for over half a century. Apply to G. C. ANDERSON, Hongkong, 13, Praya Central.

## JOHN WALKER & SONS

FAMOUS KILMARNOCK WHISKY.

This World-renowned Fine Old Highland Whisky is shipped by CUTLER, PALMER & CO., and is obtainable in Hongkong at SIEMSEN & CO.

Hongkong, 28th July, 1897. [1632]

## CUTLER, PALMER & CO.'S

Price \$10.75 PER DOZ.

Net

Head of Selected Distillations of the Finest Scotch Whiskies

Apply to SIEMSEN & CO. Hongkong. [1632]

## HONGKONG HIGH-LEVEL TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.30 a.m. Every quarter of an hour.

8.30 a.m. to 9.30 a.m. Every ten minutes.

9.30 a.m. to 10.45 a.m. Every quarter of an hour.

11.30 a.m. to 3.00 p.m. Every quarter of an hour.

3.30 p.m. to 5.30 p.m. Every quarter of an hour.

5.30 p.m. to 7.30 p.m. Every ten minutes.

7.30 p.m. to 8.00 p.m. Every fifteen minutes.

Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

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Extra Night cars at 11.30 and 11.45 p.m.

SUNDAY.

8.15 a.m. to 10.15 a.m. Every half hour.

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From 11.00 a.m. to 11.30 a.m. Every quarter of an hour.

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Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.

JOHN D. HURKETT & SONS, General Managers.

Hongkong, 2nd February, 1901. [1632]

## VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOL" CYCLES, and we also supply fittings of every description. Repairs can be had in second hand Machines. Repairs executed with promptitude and skill. Enamelling a specialty.

MCKIRDY & CO., 43 & 45A, QUEEN'S ROAD EAST.

Hongkong, 3rd November, 1899. [1632]

## GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

\$5.00 per Cask of 37½ lbs. net or Factory.

\$3.00 per Bag of 250 lbs.

SHEWAN, TOMES & CO. General Managers.

Hongkong, 2nd July, 1900. [1632]

## WILLIAM MACLEOD, D.D.S.

DENTIST.

BRACENFIELD ARCADE (Opposite Hongkong & Shanghai Bank).

Hongkong, 10th November, 1900. [1632]

## RUINART PIRE & PILS, BEIMS

Established 1718.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal).

LAUREN, WEGENER & CO. Sole Agents.

Hongkong, 17th May, 1895. [1632]

## FURNISHING DEPARTMENT.

WINTER SEASON'S GOODS JUST ARRIVED.

COMPLETE HOUSEHOLD FURNISHING.

LARGEST STOCK OF BEDSTEADS, CARPETS, LINOLEUMS, CURTAINS,

&c., IN THE EAST.

ESTIMATES FREE.

LANE, CRAWFORD & CO.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ. \$20 PER DOZ.

Distinguished by 4 Stars on the label. This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassell.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

DOURO PORT, \$14.25 PER DOZ.

A fine, full, and fruity wine.

THE ELITE OF WHISKY—AMOROSO SHERBY.

THE "PALL MALL" \$20 PER DOZ.

11 Years old; the finest quality shipped. Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL BLENDED WHISKY.

\$10.75 PER DOZ.

Very soft, palatable, and mature. EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE.

AGENTS—SIEMSEN & CO., HONGKONG.

EXTRA SPECIAL FINEST LIQUEUR WHISKY.

A BLEND COMPOSED OF THE FINEST HIGHLAND WHISKIES, THOROUGHLY MATURED IN SHERRY CASKS IN BOND.

MILD AND MELLOW.

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

15, Queen's Road, Hongkong, 31st January, 1901. [1632]

## COTTAM & CO.

DRESS SHIRTS. DRESS SHOES.

DRESS TIES. DRESS GLOVES, &c., &c.

SCHLITZ WORLD FAMED BEER

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

TONIC AND REFRESHING.

SOLE AGENTS—

WATKINS, LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS, AND COMMISSION AGENTS.

HONGKONG. [1632]

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EASTMAN'S KODAK'S, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG.

THE VICTORIA DISPENSARY HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER.

LEMONADE. GINGER ALE.

SARSAPARILLA. RASPBERRYADE.

TONIC WATER. LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

## W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.

Whitaker's Almanack 70 cts. & \$1.75

American Truth, Christmas Number 1.25

Graphic History of South African War 3.00

A. F. Pitt-Rivers & Co. by Pitt-Rivers and 2.25

Seven Lamps, by Ruskin—Leather Bind. 2.00

Tag 2.00

PIPER, TOBACCO, CIGARS, CIGARETTES.

LADES' and GENTLEMEN'S BLACK and BROWN WALKING SHOES.

GAMES of all kinds.

PLAYING CARDS in Great Variety.

23 & 25, Queen's Road, Hongkong. [1632]

JUST RECEIVED IN SPLENDID CONDITION.

SPICED NORWEGIAN ANCHOVIS IN KEYS.

SALT PEPPERS IN KEYS.

SALT SALMONBELLIES IN KEYS.

SALT SARDINES IN TINS.

RUSSIAN CAVIAR IN TINS.

RUSSIAN ANCHOVIS, SARDINES AND MACKERELS IN OIL.

FRIED SWEDISH LAMPREYS IN OIL.

FRIED BALTIC HERRINGS IN OIL AND TOMATO SAUCE.

FRIED BALTIC DELICATESSE EEL.

SPICED IN OIL, PRESERVED LAX, STUFFED AND PLAIN OLIVES.

FRESH BUTTER, ROQUEFORT, CAMEMBERT, LIMBURGER, &c., CHEESE.

FRESH GERMAN METTWURST SAUSAGES.

G. GIRAU, 6, QUEEN'S ROAD CENTRAL.

CLUB WHISKY \$12 PER DOZ.

H. PRICE & CO., 12, QUEEN'S ROAD.

NOTICE.

JUST ARRIVED ex-ss. Adhena, a new & commodious of the famous SINGER'S No. 30, HAND SEWING MACHINES.

GEO. B. STEVENS & CO., Agents, 2 & O. Offices, Praya Central, Hongkong, 1st February, 1901. [1632]

## C. LAZARUS & CO.,

60 & 61, BENTINCK STREET, CALCUTTA.

Telegraphic Address: A.B.C. Code.

"MANOAH," Calcutta. 4th Edition used.

THE STANDARD INDIAN BILLIARD TABLE.

Manufactured throughout in Calcutta and guaranteed to stand the tropical climate.

Price complete, with accessories for Billiard, Rs. 1,450, packed.

SPECIAL ADVANTAGE—We take all RISKS against Breakage.

Send for our latest PRICE LIST To Hongkong Daily Press Office. [1632]

SEALED TENDERS in Duplicate will be received at the R. N. HOSPITAL until 10 A.M. on the 7th instant, from Persons desirous of Purchasing THIRTEEN IRON 2-TON FRESH WATER TANKS, which are on View at this Hospital.

The right to reject any Tender is reserved. THOS. HOLSTEE, Deputy Inspector General.

R. N. Hospital, Hongkong, 1st February, 1901. [1632]

## THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.

GIBB, LIVINGSTON & CO., Agents, Hongkong, 28th January, 1901. [1632]

WANTED.

BY GERMAN LADY, SITUATION as HOUSE-KEEPER or NURSE.

GOVERNMENT. Reply to—

F. B. Care of Daily Press Office, Hongkong, 2nd February, 1901. [1632]

WANTED—A CIVIL ENGINEER.

one who has had experience in building Wharves and Docks preferred.

Applications and Testimonials to be sent to—

THOS. SCOTT, Chairman.

TACK CHONG LOONG, NAVY & MILITARY TAILOR, DEAPER AND OUTFITTER.

CLOTHING made by hand, guaranteed perfect fit. Hats, Shirts, Socks, Silk Handkerchiefs, Boots, Shoes, &c., for Sale. New and Fashionable Goods. Prices very moderate.

No. 65, QUEEN'S ROAD CENTRAL, Hongkong, 13th October, 1900. [1632]

## INTIMATION.

GOLD MEDAL PARIS 1878 1889.

of Highest Quality and having Greatest Durability are there, fore CHEAPEST.

JOSEPH GILLOTT'S

The Only Awarded.

Chicago, 1893.

Numbered on every Bank.

Barrel Pens, 225, 225, 225.

Slip Pens, 330, 330, 330, 160.

404, 7,000.

In Fine, Medium, and Broad Points.

THE NEW TURNED-UP POINT. [261]

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## HONGKONG HOTEL.

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout.

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Males on every floor.

CHARGES MODERATE. [1632]

## THE PEAK HOTEL.

City Office: 7, Duddell Street.

12, QUEEN'S ROAD.

HOTEL CRAIGIEBURN.

PLUNKETT'S GAR, The Peak, near the Tram Terminus.

Tel. 56.

For Terms, apply to the MANAGER.

Hongkong, 2nd July, 1900. [1632]

## THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A FIRST-CLASS PRIVATE HOTEL.

Handsome Furnished and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES by the DAY or MONTH. [1632]

## THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished.

The Hotel is situated near all the Banks and Principal Offices in the Colony.

Special Attention paid to the Comfort of Guests.

Cuisine excellent; under Experienced Management.

Terms Moderate.

A. FONSECA, Manager, Hongkong, 1st December, 1899. [1632]

## KOWLOON HOTEL.

THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden, it is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong.

Bowling Alley and Billiards.

The Cuisine is Excellent.

J. W. OSBORNE, J. I. DOWNS, Proprietors, Hongkong, 8th September, 1900. [1632]

## HING KEE HOTEL.

(ESTABLISHED 1873)

MACAO.

THIS First-class and well-famed establishment is pleasantly situated in the centre of PRATA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms.

Cuisine Excellent. Prompt Attendance.

Terms very Moderate.

L. HING KEE, Proprietor.

Telegraphic address "Hingkee" [1632]

## DAVID COOPER & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPANING

ARNHOLD, KARBURG & CO., 318014

Sole Agents.



## INTIMATION.



**A. S. WATSON & CO.,**  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

## SCOTCH WHISKY.

- Per Case 12 doz.
- A THORNE'S BLEND, White Capsule, \$10.80
- B WATSON'S GLENORCHY, MELLOW BLEND, Blue Capsule, with Name and Trade Mark, 10.80
- C WATSON'S ABELOUR-GLENLIVET, Red Capsule, with Name and Trade Mark, 12.00
- D-WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule, 14.40
- E-WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, GOLD CAPSULE, 15.00
- THORNE'S BLEND and WATSON'S GLENORCHY are high-class Soda Whiskies, of greater age than most brands in the market.

ABELOUR-GLENLIVET is a very old Peat Whisky (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of SUPERB QUALITY, AND PRO-NOUNCED BY LEADING LOCAL CONNOISSEURS TO BE THE BEST BRAND IN THE HONGKONG MARKET.

**A. S. WATSON & CO.**  
LIMITED.

THE HONGKONG DISPENSARY.

[35]

## DEATH.

At Shanghai, on the 26th January, 1901, AMNIE, the beloved wife of G. SHUBERT, and third daughter of M. HAYMOVITCH, aged 26 years.

## The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 5th February, 1901

Our Tientsin correspondent's letter, dated 11th November, which has reached us thus late no doubt owing to delay in transmission by overland courier, gives a striking picture of the Paoingfu fiasco, in which, as has been usual in the past year's events in North China, the British authorities have come in for the greatest amount of blame. Nor can it be said that the blame has usually been undeserved. In the case under consideration, "a strong initiative was expected from them," our correspondent says, "as British subjects had been the chief victims of local atrocity. In the result the foreign critics put down Sir ARTHUR GASELIER'S timidity to the presence of a political officer, who would do nothing that was not in strict accord with the jots and tittles of official procedure." On the very rare occasions where our naval or military authorities have taken the initiative, the diplomats have taken care to give away any advantages gained. Possibly this may account for the almost absolute lack of any vigour displayed by British officers in the North; otherwise it can only be attributed to mere incompetence, which we are loth to believe, though that our Continental critics hold this opinion cannot be denied. For all the voice that we have had of late in North-China in matters where our interests are vitally concerned, it must be confessed that we might well be a third-rate Power. The total result of the Paoingfu expedition, however, can have been satisfactory to very few. The French can congratulate themselves on their superior smartness, but they seem to have reached their objective first by a disregard of the general plan similar to that displayed by the Russians outside Peking in August last. The general action of the Allies toward the Chinese and Manchurian officials can only be characterized as extraordinary. It cannot be held that, guilty as the majority were of the atrocities against Europeans perpetrated at Paoingfu earlier in the year, the fate which befell them was undeserved when they were beheaded—for this was

the punishment inflicted, as was soon from the report which we reproduced on the 21st ult. from the *Orientalische Lloyd*. But their reception in the first instance as "honourable men," as our correspondent describes (and his account is substantially the same as others already received), marks a lack of decision in the conduct of the Allies which is discreditable. The last scene, in which TING YUNG, the Tartar General, and the cavalry colonel who suffered decapitation with them were executed, may have been impressive to the onlookers, but it would have more fitly precluded by something other than the amenities which marked the entrance of the allied troops into Paoingfu. It is to be suspected that the other commanders were as much in doubt as General GASELIER about the course to be adopted. The reason for this is not apparent; but no more plain are the reasons for many other acts in the campaign in North China.

The Chief Justice (Sir John Carrington, C.M.G.) was unable to attend at the Supreme Court yesterday owing to indisposition.

We have received two sums of \$5 each from "Another Sympathiser" and "In Sympathy" for the widow and children of the murdered schoolmaster Yeung Ku Wan.

On Sunday H.M. gunboat *Peacock* left for Singapore, while yesterday H.M. cruiser *Dido* departed for Shanghai and the Portuguese cruiser *Adamastor* returned to Macao.

The visitors to the City Hall Library and Museum last week included 434 non-Chinese and 161 Chinese to the former, and 120 non-Chinese and 2,028 Chinese to the latter institution.

A matched caught fire at Hungnam at about two o'clock on Sunday morning, and, spreading to two grass stacks, which were destroyed, caused damage amounting to between two and three hundred dollars.

It is reported from Shanghai that Vice-Admiral Sir E. H. Seymour, G.C.B., R.N., will probably leave Shanghai in the *Albatross* for Hongkong to-morrow (Wednesday) or as soon as the ship *Barfleur* arrives at Woon-sung with Rear-Admiral Bruce.

Yesterday afternoon Mr. G. J. W. King offered for public competition at the offices of the Public Works Department Island Lots Nos. 1,626 and 1,627, which are situated in Peak Road and contain 2,000 and 9,943 square feet respectively. The upset price was \$2,935, and the lots were purchased for \$20 above this sum by Mr. John Lamm.

The Macao correspondent writing to our contemporary *O Paris* on the 2nd inst. says: "As soon as the official news of the death of H.M. Queen Victoria reached this Colony orders were given to fire the guns every quarter of an hour for three consecutive days, and the flags at all the forts and Consulates were left half-mast till the day of the funeral. On this day all the Government offices were closed and the minute gun started from 6 a. m. to 6 p. m., as a token of respect for the late Queen of England."

The management of Harmsen's Circus are arranging for a tug-of-war open to the army and navy of all nationalities at present in Hongkong and members of the Police Force, teams to be limited to ten men each. The first prize will be \$250 (cash), the second \$100, and \$150 is to be divided among the last four teams in the final (winners excepted). Each team to have one representative coach only, and no team to be allowed to change men after having pulled off once. In spite of the cold weather there was a good attendance last night, when the usual excellent programme—an entirely revised one, we may remark—was submitted and highly appreciated.

The boxing contest arranged to take place in the City Hall on Thursday evening promises to be an interesting affair. The principal event will be the 20-round contest between Con Sheehan, of the Royal Naval Yard, and Mike Collins, of the United States, for the heavy weight championship of the Colony, but some good opening bouts are announced. J. Howe, of the U.S.S. *Albatross*, should have met Haswell, of H.M.S. *Dido*, but as that ship has left the harbour Howe now challenges any other man in the feet or Colony of the same weight (10 stone), open for side bets. Morgan, of the *Brick*, and Pickett, of the *Albatross*, also meet.

The following items are from the *Peking and Tientsin Times* of the 19th ult.—Prince Tuan is reported to be at Ninghsia still, with a number of Mongolian chiefs.—The Russians have not yet handed over the railway, and rumors have it that a further delay of at least three weeks will take place.—The *Chih pa* says that the Court is going to Homen, en route to Peking.—The Transport Department has not had a dozen deaths this winter among the followers and men.—Li Lien-yin, the Dowager Empress's favourite, has a rival in a more ignorant eunuch named Li Wentai.—The mounted brigades found Hsiwa have recovered the arms and ammunition sunk in the river or buried by Li Ping-heng.—No one is allowed on the bank of the Peiho opposite Tientsin without a Russian passport.—Writing on "The Terms of Peace," the Editor says: One stands against that the sovereign nations of the world have not realized the share which the criminal ignorance of officials has had in this trouble, and have failed to take any steps to safeguard both China's interests and their own by insisting upon an educational reform which should render such outbreaks thirty years hence a moral impossibility.

The death is announced, on 27th January of Shan-shan, Tartar General at Fochow.

Sir Walter C. Hillier, K.C.M.G., was to leave Shanghai for Peking on Thursday, 31st ult.

One plague case occurred last week in the Colony, between noon of the 28th and noon of the 29th ult. The victim (a Chinese) died.

Our late visitor, Pollard's Lilliputians, open a season at the Zorilla Theatre, Manila, to-morrow, with *The Belle of New York*.

The editor and manager of the Shanghai *Echo de Chine* have severed their connection with that paper and have started the *Empire de Milieu*.

News has been received by wire at Shanghai that Mr. Fraser, H.M. Consul at Chungking, has given permission for lady missionaries to return to that port, but not to proceed into the interior.

At the end of last month there was a terrible explosion at Shashikwan, while some Chinese gunpowder was being destroyed. About forty Japanese were killed, and two British soldiers wounded.

At the Mixed Court, Shanghai, on the 30th ult., Kung Chao, whose case has created so much interest owing to his alleged illegal arrest, was again brought up before Mr. Chang, magistrate, and Mr. Meyers, British Assessor. One of Kung Chao's friends offered to become security for his future behaviour, and he was discharged.

The *Sin Wen Pao* reports that it has sent a special message to Hainan to learn the truth of the rumor concerning the execution of Prince Chuang and Yu Hsien. The reply received pronounced the report false. The whereabouts of the two men are not clearly known, and it is believed that they are under influential protection.

In his report on the trade of Siam in 1899 Mr. Acting-Consul Litten records the fact that in many of the Siam States the ancient practice of using lumps of salt for currency still obtains. Two miles out of every three seen at Siam are laden with salt, the product of brine wells near Puerh, which is distributed all over the Shan States. It is often used by weight for money.

The native *Sepas* states that Russia demands a special indemnity of 30 million taels (over and above the war indemnity) for returning the three Manchurian provinces to China, this indemnity to be paid within 30 years in instalments and at an interest of 6 per cent per annum. Count Waldersee demands a special indemnity of 500,000 taels for the murder of Baron von Ketteler.

A telegram to the *N.C. Daily News*, dated Tientsin, 30th January, says: "News of a terrible tragedy is telegraphed from Peking. The husband and wife are dead and a British officer mortally wounded, all by the former, through jealousy." A later telegram states that a Mr. Lindberg shot his wife and himself dead and wounded Lieut. Downing seriously, but the last named was still alive.

All of us here know how thoroughly Admiral Seymour was justified in his request for a brigade of British troops at Shanghai last summer, says the *N.C. Daily News*. Well-informed Chinese believe that it is only the continued presence of the foreign force here that keeps Liu Kung-yi at Nanjing. The Empress Dowager would have superseded him by one of her Manchurian favorites, but for this, but that she fears that his removal would be a signal for the dispatch of the foreign troops now at Shanghai to Hankow, on route for Hsien.

"Will England last the Century?" is the title of an article in the January number of the *Fortnightly Review* signed "Calchas." He points out that the twentieth century will be distinguished by a struggle for supremacy between America, Germany, Russia, and England. America, he thinks, is certain to obtain the industrial leadership of the world. Among the examples of German enterprise he cites the steamer specially built at Bremerhaven for the passage of the Yangtze gorges, and points out that "the *Salsburg* is more powerfully engined than Mr. Archibald Little's *Pontefract*—the familiar story of German enterprise allowing the British to open the way, 'seeing' us, and immediately going one better." Since "Calchas" wrote, the *Salsburg*, with all her two knots' superiority, has unfortunately been wrecked, as our readers are aware.

On 12th January, the *P. and T. Times* records, a band of mounted Manchurian robbers surrounded a foraging party of the Jodhpore lancers and some Japanese infantry five miles from Shanhai-kwan. One trooper occupied with the news, and Jodhpore officers hastened out with twenty men and arrived in the nick of time. In one house three men had been hanged in, one shot dead, the house being afterwards fired, and the two remaining troopers were all but suffocated. Further on three troopers were found defending three Indian coolies with only two or three cartridges remaining. Five Japanese were killed and nine of the Jodhpore lancers. After a clan chase seven Chinese were killed, but unfortunately a second trooper was shot and one horse killed and a pony wounded. The rest escaped into a large village, from which such a hot fire was opened that the small force had to retire. The next day a force of 150 cavalry and 400 infantry and a company of Japanese went out, but the big village was deserted and the band was probably in safety in the hills. The Maharajah is to be congratulated on the prompt action of the relief party.

It is stated in well-informed circles in Brussels that the Belgian indemnity demanded of China will amount to 100,000,000 francs.

Owing to the paucity of Military Accounts of officers in India, Captain Baker, Field Paymaster with the China force, returns to India at an early date.

Mr. Francis Alfred Cooper, M.I.C.E., up to 1898 Director of Public Works here, has been appointed Director of Public Works of the Island of Ceylon.

The transport *Herdings*, recently built by the Fairfield Harpings for the Royal Indian Marine, left Greenwich for Bombay the latter end of last month.

The officers of Lumden's Horse have decided to present their late Commandant with a silver statuette of himself, while the men will present him with a sword of honour.

The Dallas Co. postponed their opening night at Shanghai from the 2nd to the 4th inst., in consequence of her late Majesty's funeral. The first piece played was *The Geisha*.

Major Wyrville Thomson, of the Indian Medical Service, who proceeded on active service to China, returned to Calcutta last month. He has been ordered to rejoin his regiment, the 2nd Battalion of the 2nd Gurkhas, at Dum Dum.

General Tung Fuhshing is said still to have a body of 10,000 veterans at his beck and call in Kansu, in regard to whom the Board of Revenue has just appropriated the sum of Tls. 1,045,700 odd for their pay during the present year.

Among the decorations recorded in the papers brought by the last mails from home appears the following:—Most Eminent Order of the Indian Empire.—To be an Honorary Knight Commander, His Excellency Colonel Eduardo Galhardo, Governor-General of Portuguese India.

Another singular death from plague has occurred at Ghasipur, in India. The victim, a young European girl, named Elsie Williamson, had been spending the Christmas holiday at Patna with her brother, and on returning to Ghasipur on the 30th, complained of feeling ill. The Civil Surgeon being called in, pronounced the case to be plague, and in spite of every attention, the patient sank. The deceased was a daughter of an old Mysore soldier, who himself fell a victim to the cholera outbreak at Ghasipur some fifteen months ago.

A "Pan-American Exposition" is to take place at Buffalo, N.Y., this year, opening on the 1st May, and it is proposed to have a big Philippine exhibit there, in which there will take part a hundred people, men, women and children. This number will include types of as many of the numerous tribes of the island as it is possible to get together, with everything in the way of dresses, implements of war and peace, the trades, vocations, etc., that characterize them. The Mahomedans of the island of Sulu will be no unimportant part of the aggregation. As complete a collection as possible will be made of the woods, flora, insect, reptile, animal and bird life of the islands.

Considerable interest has been manifested in home naval circles, it appears, in the new Russian cruiser, *Gromovoi*, recently completed for sea on the Neva, and commissioned for service with the Russian squadron in China. Much has been made of the fact that she has a coal capacity of 2,100 tons, and it has been stated that no ship in the British Navy has such a large coal capacity. As a matter of fact, this quantity can be stowed in any of our modern battleships, while the cruisers of the *Drake* type can each stow away 2,500 tons. The *Gromovoi*, it is true, is the largest and most powerful cruiser in the Russian Navy, but she is the only ship of her type, and can in no way compare with British cruisers of the *Drake* class either in speed or in armament. Her maximum speed is twenty knots an hour, as against the *Drake*'s twenty-three knots, while her largest guns are of the 8-inch (15-ton) type, capable of discharging projectiles weighing 210 lb., as against the *Drake*'s 9.2-inch (27-ton) guns, which discharge projectiles weighing 350 lb. Again, the *Drake* cruisers have a displacement of 14,100 tons, while that of the *Gromovoi* is only 12,000 tons. A more appropriate comparison, therefore, would be with the cruisers in the British Navy known as the *Cressy* class, each of which has a displacement of 12,000 tons. But compared even with the *Cressy*, which is so much smaller, the *Gromovoi* must take second place, as the *Cressy*'s large guns are of the same calibre as those of the *Drake*, and if the *Gromovoi* and the *Cressy* were sent to sea together at their best speed, the Russian after a few hours' steaming would find herself hopelessly behind the British cruiser.

## LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer *Hamburg* left Shanghai on Sunday, 3rd inst., at 10 a.m., and may be expected here to-day, at noon.

The O. & O. steamer *Doric*, with mails, &c., which left here on the 31st ult. for San Francisco via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu, arrived at her destination on the 1st inst.

The P. & O. steamer *China*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai on the 1st inst.

The P. & O. steamer *Mozambique* left Bombay for this port on the 2nd inst.

The N. P. steamer *Tuconia* sails from Yokohama for Hongkong to-day.

The N. P. steamer *Glenhurst* sails from Yokohama to-day for Hongkong.

The steamer *Polestar* from New York left Amoy for Hongkong at 8 p.m. on the 4th inst., and is expected here this afternoon.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENT.]

## THE CRISIS IN CHINA.

SHANGHAI, 14th February, 7.37 p.m.

## THE APOLOGY TO GERMANY.

Prince Chun has departed for Germany to apologise for Baron von Ketteler's murder.

## ARREST OF AN AMERICAN AT PEKING.

Doctor Amant, of the American Board, has been arrested at Peking, charged with abetting Native Christians to burglary.

## EMPRESS DOWAGER IN A NEW ROLE.

Native papers declare that the Imperial Court is going to Cheingtu. A private decree by the Empress Dowager declares that she and the Emperor united will introduce reforms.

## REUTER'S SERVICE.

LONDON, 2nd February.

## OPENING OF THE PARLIAMENT.

It is understood that the King will open Parliament in person.

## THE OPERATIONS IN SOUTH AFRICA.

General Knox engaged De Wet to the south of Welcomes on 29th ultimo, when there was fighting for some hours, the result of which is not stated. De Wet has crossed the Bloemfontein-Ladybrand line near Ixelspoort. General French with cavalry and mounted infantry is sweeping the country between the Delagoa and Natal railways.

## GERMANY AND GREAT BRITAIN.

The German squadron has arrived at the Solent, where there are in all ten miles of war-ships.

The Emperor William will remain for the private interment of the late Queen's remains at Frogmore.

A detachment of German Hussars will attend the funeral, as well as the detachment of Dragoon guards.

## TIENTSIN.

[FROM OUR CORRESPONDENT.]

Tientsin, 11th November, 1900.

## THE PAOTINGFU EXPEDITION.

Never was military expedition conducted with less excitement and less incident than that which the Allies have just concluded at Paoingfu. There was no fighting, no march, no fighting, and no loot. They started, marched, found themselves forestalled by the French; blew up a gate and a temple; held a military trial over a few officials; left guards or garrisons and returned to Tientsin. The soldier people are not a little nettled at the ridiculous manner in which their parturient mountain brought forth all the noise and confusion because of the loud flourish of trumpets with which the evening event was heralded to the world. They are all blaming each other; the British are, as usual, the recipients of the greatest amount of obprobrium. A strong initiative was expected from them, as British subjects had been the chief victims of local atrocity; they put down Sir Arthur Gaseelier's timidity to the presence of a political officer, who would do nothing that was not in strict accord with the jots and tittles of official procedure. No doubt this gentleman's version of the story would be something quite different.

## THE EXECUTIONS.

I hear from private sources that many things were bungled, and that the Chinese officials managed in not a few cases to put their own gloss on affairs. They, for instance, came out to meet the troops, and were received with the courtesies usually accorded to honourable men; this led them to suppose that they were after all going to be let off very gently, and they acted accordingly. I am told that there was an official notice at or near the gate of the General's quarters, stating that he was the military guest of the officials and was to be treated with courtesy by the people. Great was the astonishment and dismay of these officials when they were subsequently put on their trial. The information that has been made public about this trial is very scanty and exceedingly vague. Five or six of the higher mandarins were charged with taking an active share in the recent Bofoer edition, and with being actively concerned in the deaths of the martyred missionaries; from all I hear it was just a touch-and-go if they did not all escape through the excessive scrupulousity of the political agents. At last a document was discovered in which the infamous Ting Yung, the Provincial Treasurer and Acting-Viceroy, had expressed his conviction that he would have no rest as long as a foreigner was alive within his jurisdiction, or a native Christian disgraced his territory. This of course finished the highly placed villain; he and four or five others were condemned to death. The sentence was at once sent to Peking for the confirmation of Count von Waldersee. I have not been able to discover the method of death, whether they are to be shot, hanged, or beheaded; the soldiers all say that decapitation, either before or after death, is to be an essential part of the punishment so as to impress the native mind; in this case we may assume that the axe, and not the rope or rifle, will be the means of death. After his sentence Ting Yung showed an agony of fear and rage, indulging in the very antics of

\* Delayed in transmission.

supreme passion. He went home, threw his official hat on the floor, jumped upon it and tried to pulverise the button, shouting in the meantime the Chinese analogue of the old Hebrew plaint of putting one's trust in princes.

## THE INTERNATIONAL ENTENTE.

They say that there was no original intention that the troops should winter in Paoingfu, but as the French suddenly announced their intention of doing so, the Commander-in-Chief thought it best to meet this move by a joint occupation. The military entente is maintained, thanks to the admirable tact and commonsense of the commanders; but none the less there is a latent and constant distrust of each other in little sub-groups among the Powers. The Russians are at their old and well-tried policy of advancing their public interest by individual and unauthorized initiative, knowing that if they succeed, St. Petersburg will sooner or later endorse their efforts and reward their zeal. Europe has the emphatic assertion that Russia does not seek territorial aggrandisement, but nevertheless the Russian consular authorities notified the other consulates here that their military leaders regard the eastern bank of the Peiho, right opposite the three foreign settlements, as the conquest of war; and that they will not recognise land transfers to foreigners which are dated later than June 20th, 1900. This is nothing less than colossal and amusing impudence, to say nothing of injustice; coupled with the persistent efforts to secure the railway, it points to an occult and deep-laid scheme of attaining predominance in Tientsin. Russian trade in this port is entirely confined to the transport of business; when the railway is completed at Tientsin, this will diminish to microscopic proportions. If they keep their grip on the railway—a railway, remember, that is in pawn to English capitalists and that has been built and run by Englishmen—and our river fails to improve, the whole trade of our port will be at the mercy of the Russians. I personally cannot believe that any European could ever perpetrate the enormity of confiscating the property of great numbers of Chinese, private owners. To my knowledge, not a few of our "bora" and followers have invaded their little savings on this ground and great numbers of them lived before this upheaval in the villages that used to cover the ground. Notice was up forbidding these poor folk to rebuild; and it looks as if confiscation pure and simple were in the air. Not a few British merchants have holdings on this ground; it will be curious to see if the history of Messrs. Jardine & Matheson is repeated in Tientsin.

## PEACE PROSPECTS.

A private note from Chang Yen-mow in Peking received here two days ago stated that negotiations would probably begin, as far as the Chinese were concerned, in about a week. This is poor diplomatic news to send, but it is practically all I have to say on the public situation. The mere fact that the First Royal Lancers, the Royal Welsh, and others have left us for the South shows that the military and political authorities are inclining to the view that Southern China may soon be the centre of interest.

## WINTER ACCOMMODATION.

After an exceptionally hot autumn, the cold weather has suddenly sprung upon us, and the idea of the military is now to get into sheltered quarters. It is a large and very serious problem; by no means settled yet. The health of the troops has on the whole been admirable, and the generous measures of the Indian Government have not yet been put to the test as regards field hospitals and medical comforts. I think, however, it was an indiscretion to make Weihsaiwei the chief and almost only store for these comforts. The Indian Government, as far as it was concerned, was inclined to have no medical aid, but none the less might one have happened there had been a big influx of entente cases at Tientsin from the Paoingfu expedition. Had we all at any time strangle all the best intentions in the world, it is compliance with the formation of rules drawn up in times of peace, which are inapplicable in the great emergencies of war, that is the cause of all medical disasters. I myself saw one or two incidents last week which, if multiplied a few times, would have created a grave case of official bungling. Things were urgently wanted—but were not to be found. "I know there are lots of them at Weihsaiwei," said one of the attendants, but this was not of much use in Tientsin.

## THE ANOXYGEN SPECTRE.

The Chinese are retelling stories of the suicide of great officials with much zest, but as there is no means of corroboration, and as there are excellent reasons why such rumors should be spread in these critical times, it is well not to place too much credit in them. The notorious extortioner Kang Yi and the arch-villain Yu Hsiao have been already got rid of by this easy method—just as Nana Sahib was after the Indian Mutiny.

## SOME CHINESE TRICKS.

The Tientsin Provisional Government the other day had to deal with a very curious charge.—A Chinaman had cut off his queue and had rigged himself out as an American sailor, even to the detail of his underclothes; he then put himself at the head of a body of men and went forth to levy blackmail at discretion. They were discovered by the merest accident and had a most ingenious defence. The man was, however, convicted and sentenced to death, for theft is at present a capital crime in the active city. Chinese ingenuity is hard to beat when it is bent to the perennial subject of squeeze; the clever rogues have recently taken to the device of complacent Under the pretence of a profound admiration of the superhuman justice and equity of their foreign municipal rulers, they have started the collection of subscriptions with which to present



silk umbrellas and what-nots to our Aristides. The rogues go round; the residents don't know but that the foreigners are in the swim; they dare not refuse to pay, and so Antioch gets his own. The development is that the foreigners have now had to forego those flattering tokens of civic and administrative integrity.

**A SAD STORY.**  
The *Peking and Tientsin Times* publishes one of the most pathetic bits of correspondence I have ever read—the last two letters of Mrs. A. water, of Fen-chou-fu. They repeat the story in brief of the massacre at Tai-yuan-fu and Tai-ku. The letters breathe the very spirit of Christian martyrdom, combined with courage and rare fortitude. The poor lady's later moments were intensely saddened by the terrible news that her own two daughters had been massacred among the thirty-three victims of Yu. Hsien's devilish hatred at Tai-yuan-fu. She states that the proclamations at Fen-chou-fu stated that whoever killed a foreigner would be doing the Governor a service. It is reading like this that makes one intolerant of the scrupulous which stete the escape of ruffians from justice.

**UNSUBSTANTIAL RUMOURS.**  
The *Phoenix* is to be the gundash this winter at Taku, and is already housed in snugly at Sianho, about a mile above Tongku. Southerners are not to be in any way alarmed at the exceedingly silly reports about Chinese concentration and attack when the river is closed. The foreign forces in North China are able to deal with any force the Chinese Empire could bring against them; and indeed the soldiers of all nations would wish for nothing better than that the Chinese would give them the chance of active operations.

**THE NAVAL MONUMENTS.**  
The Router announcing the naval honours has just come in. Most undoubtedly the Victoria Cross to Midshipman Basil Guy of the *Barfleur* has given the greatest satisfaction to Tientsin. This gallant lad's bravery is only surpassed by his modesty and self-repression: I had the pleasure to be in the same mess with him for a time during his residence in Tientsin, and never once did I hear him talk shop, or make the remotest reference to his own action. It is a curious coincidence that the other *Barfleur* middle who was in the mess was also to be mentioned for the Victoria Cross for conspicuous gallantry in the field; unappreciated death interfered to this case. I refer to Mr. Philip Donaldson. The honours list, while containing no unexpected names, has a shocking lot of omissions, and this quite apart from the inevitable bad luck that inevitably attends many heroic actions. One or two of the finest things done here were by the man in command of the men present; they could not of course recommend or even refer to themselves. Everybody is lost in wonder at the omission of two names—all the more marked because all the other officers of equal rank have received C.B's.

#### ROYAL HONGKONG YACHT CLUB.

After a fortnight's abstention from racing, yacht owners were naturally eager for the 7th Club race, which was set down for decision on Tuesday, February 5th. The course being from the Police Pier round Chai Kook, Kowloon Rocks, Chompo, Chai Kook, and North Harbour, all to port, distance 12 miles. The morning was bitterly cold with a fresh north wind blowing, and two of the yachts had to start very short-handed, their owners being unable to find anyone not possessing a boat keel enough to face the cold. In the first class the usual eight started, *Active* now being an absence in all the Club races. *Iris*, *Alannah*, and *Bonito* were hung up in the calm under the lee of the godown close to the Police Pier when the gun went, while *Erica* and *Maid Marian* were lying down to a stiff breeze half way out. *Chompo* was the second start, which *Erica* maintained to Chai Kook, round which *Doreen* was second and *Iris* third, closely followed by *Maid Marian*, who in turn was only a few lengths clear of *Alannah* and *Bonito*, the two latter rounding practically together. It was a short leg and a long one to Kowloon Rocks, and those who took their short leg near Kowloon Rock (as did *Erica* and *Alannah*) scored considerably. *Kowloon Rock* was rounded by *Erica*, *Alannah*, *Bonito* and *Iris* in the order named, *Bonito* having just squeezed past *Iris* at the Rock only to be again caught off the wind. Rounding the Police Pier, *Erica* still held a long lead, while *Alannah*, keeping well out, got through without losing the wind, the remainder, who at this point were close up to her, foolishly keeping close in shore to cheat the tide, but losing more than they gained, as they lost the wind. The beat to the Comopolitan Rock Bay began with *Erica* a long way ahead of *Alannah*, who was even farther off the *Doreen*, the latter being about fifty yards ahead of *Bonito*. It was now blowing quite as much as any one wanted with a whole sail, and very little change took place, all but the two leaders working up under. *Kowloon* in hopes of a lift, but in the other hand were disappointed. *Erica*, on the other hand, went away her lead by standing right across to Shanshui, and the mark was rounded by *Alannah* about two minutes ahead of *Erica*, who was a long way in front of *Bonito*, *Doreen* and *Iris* being the next two. A dead run to the Fairway Bay left *Alannah* leading *Erica* by a minute, and *Bonito* by seven or eight, *Doreen* within fifty yards of *Bonito*, being hotly pursued by *Iris*. *Erica* went very badly on the reach home, keeping away up north, and *Iris*, who was badly interfered with by a bunch towing a number of sampans, passed *Doreen*, who had also taken the northerly course. A fast sailed race ended as below:

Name	Time	Mark	Total to date
<i>Alannah</i>	3 13 30	10	30
<i>Erica</i>	3 17 4	4	15
<i>Bonito</i>	3 20 1	1	34
<i>Iris</i>	3 22 45	0	28
<i>Doreen</i>	3 25 2	0	0
<i>Maid Marian</i>	3 26 58	0	3
<i>Gloria</i>	3 27	0	0
<i>Chanticleer</i>	3 29 30	0	0

In the second class there was too much wind to suit the *Maid*, and the *Ride* *Southern*, who like a real sailer, went away easily on her time allowance. We heartily congratulate Captain Edmondson on his first win. The finish in the second class was—

Name	Time	Mark	Total to date
<i>Meteor</i>	3 40 34	1	40
<i>Pagan</i>	3 44 18	4	27
<i>Poyanara</i>	3 45 31	10	10
<i>Duke</i>	3 58 10	0	20
<i>Ladybird</i>	4 1 48	0	0
<i>Sybil</i>	gave up	0	1

#### HONGKONG AND SHANGHAI BANKING CORPORATION.

The following is the seventy-first report of the court of directors to the ordinary half-yearly general meeting of shareholders, to be held at the City Hall, Hongkong, on Saturday, the 16th February, at noon.

To the Proprietors of the Hongkong and Shanghai Banking Corporation, Gentlemen:—The directors have now to submit to you a general statement of the affairs of the Bank, and balance sheet for the half-year ending 31st December, 1900.

The net profits for that period, including \$1,717,542.25, balance brought forward from last account, after paying all charges, deducting interest paid and one, and making provision for bad and doubtful accounts, amount to \$3,961,272.65.

The directors recommend the transfer of \$1,000,000 from the profit and loss account to credit of the silver reserve fund, which fund will then stand at \$3,000,000.

After making this transfer and deducting remuneration to directors, there remains for appropriation \$3,961,272.65, out of which the directors recommend the payment of a dividend of one pound and ten shillings sterling per share, which at 4/6 will absorb \$533,333.33, and a bonus of ten shillings sterling per share, which at 4/6 will absorb \$1,777,777.78.

The difference in exchange between 4/6, the rate which the dividend and bonus are declared, and 2/1, the rate of the day, amounts to \$824,888.89.

The balance, \$1,410,272.65, to be carried to new profit and loss account.

**DIRECTORS.**  
Mr. R. Shewan has been elected chairman for the year 1901, and Hon. J. J. Kewick deputy chairman.

Mr. Ernst Goetz having resigned his seat on leaving the Colony, Mr. Paul W. Cowell has been invited to fill the vacancy; the appointment requires confirmation at this meeting.

The Honourable J. J. Kewick and Mr. D. M. Moses retire in rotation, but being eligible for re-election offer themselves accordingly.

**AUDITORS.**  
The accounts have been audited by Mr. F. Henderson and Mr. C. S. Sharp, who offer themselves for re-election.

N. A. STEWART, Chairman.

Hongkong, 4th February, 1901.

#### ABSTRACT OF ASSETS AND LIABILITIES

31st DECEMBER, 1900.	
ASSETS.	LIABILITIES.
Paid-up capital	10,000,000.00
Reserve fund	10,000,000.00
Profit and loss account	2,000,000.00
Marine insurance account	250,000.00
Notes in circulation	
Authorized issues against securities deposited	
with the Hongkong and Shanghai Banking Corporation for the Colonies	\$ 0.00
Additional issues authorized by Hongkong Ordinance No. 19 of 1900, against coin lodged with the Hongkong Government	2,513,408.67
Current accounts:	
Silver	65,075,560.09
Gold, \$1,903,636.88, at 48/25, 701.01	85,241,261.10
Fixed deposits:	
Silver	35,514,618.19
Gold, \$3,332,568.14, at 48/25, 625.32	65,501,243.51

BILLS PAYABLE (including drafts on London bankers and short sight drafts on London offices against bills receivable and bullion shipments)	
21,300,536.85	3,961,272.65
Profit and loss account	3,961,272.65
Liability on bills of exchange received	25,281,824.11
of which up to this date \$3,303,650 have run off	
	\$21,457,722.78

ASSETS.	
Cash	38,889,348.10
Gold in locked vaults of the Hongkong Government against note circulation in excess of \$10,000,000	3,000,000.00
Bullion in hand and in transit	9,077,231.14
Indian Government rupee paper	2,348,032.43
Consols, Colonial and other securities	7,143,361.86
Sterling reserve fund investments, viz.:	
2250,000 21 per cent. Consols, lodged with the Bank of England as a special London reserve	1,900,000.00
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National War Loan, at 90/20, 250,000	4,702,500.00
4333,500 other sterling securities standing in the books, at 43/9, 750,000	3,807,500.00
Bills discounted, loans and credits	10,000,000.00
Bills receivable	71,240,587.25
Bank premises	68,540,587.07
	\$21,457,722.78

#### GENERAL PROFIT AND LOSS ACCOUNT.

31st DECEMBER, 1900.	
To amounts written off:	
Remuneration to directors	15,000.00
To dividend account:	
£1.10. per share on 80,000 shares—£120,000 at 4/6	833,333.33
Bonus of 10/- per share on 80,000 shares—£40,000 at 4/6	177,777.78
To dividend adjustment account:	
Difference in exchange between 4/6, the rate at which the dividend and bonus are declared, and 2/1, the current rate of the day	824,888.89
To transfer to silver reserve fund	1,000,000.00
To balance forward to next half year	1,410,272.65
	\$3,961,272.65

By balance of undivided profits, 30th June, 1900	1,717,542.25
By amount of net profits for the six months ending 31st December, 1900, after making provision for bad and doubtful debts, deducting all expenses and interest paid and due	2,243,730.36
	\$3,961,272.65

#### STERLING RESERVE FUND.

To balance	10,000,000.00
By balance 30th June, 1900 (invested in sterling securities)	10,000,000.00
	\$10,000,000.00

#### SILVER RESERVE FUND.

To balance	3,000,000.00
By balance 30th June, 1900	3,000,000.00
By transfer from profit and loss account	1,000,000.00
	\$3,000,000.00

#### POLICE COURT.

Monday, 4th February.

Before Mr. HAZELAND.

DEBAUCHING THE POST OFFICE.

A Chinaman from the post office, of no occupation, was charged with debauching the post office, and was committed to prison for 14 days.

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cases should always be dealt with by the contingent to whom the individual belongs, no matter in which district the offence may occur.

Offences of Chinese against Chinese are to be dealt with by the contingent occupying the district in which the offence has occurred.

Persons implicated should, if necessary, be handed over to the contingent in question.

As a general rule, passes are not required by Chinamen, either within or without Peking, and should not be furnished. To meet exceptional cases where it is considered desirable to issue passes to Chinamen travelling to and from places at a considerable distance from Peking, an international pass in German, English, French, Russian, Japanese and Italian, has been prepared. These will be numbered and a record of names kept. The owners should be protected, and if they cannot protect themselves, their passes should be confiscated and forwarded with the brief statement of the case to the office that has issued the pass.

As arrangements have been made for the supply of as much firewood as is required, demolition of buildings, for the purpose of fuel, is prohibited, except as regards such as are selected for destruction, with a view to punishing the owners.—P. and T. Times.

#### "DUKE" THE CIRCUS TIGER.

Of the vast numbers who visit the menagerie at Harrogate, it is curious to note that there are but few who credit that "Duke" the tiger which peacefully circles its length in the iron-bound cage before them has any history as interesting and as instructive as any yet penned regarding that fierce creature of the forest. The Bengal tiger is a species of that class of quadruped which in confinement exhibits the wildest symptoms of malignity, and often under the soothing influences of the tamer's hand will turn and destroy all within its reach. *Duke*, Harrogate's tiger, has shown no such destructive tendencies, and in this, as in many other characteristics, certainly stands out foremost among the captive creatures of its time. It was therefore with a desire to learn more about this interesting animal that our representative sought out Mr. Love yesterday at Connaught House. There this enterprising public entertainer was found ready to furnish any information we required on the subject, and logging our representative, he seated, he began:

"Well! Let me say at once that the last time I was interviewed by a pressman on the subject of *Duke*, a newspaper was followed, which nearly scared me, and a bunch of the pressmen, I made certain statements about the tiger which they said were untrue and they had to eat their words."

"Let us hope that no such disagreeable circumstance will follow this interview," our representative remarked.

"I am ready at all costs to stand by what I say concerning that tiger, and at once I will tell you that I will challenge any man, here or elsewhere, to disprove what I say. There is in that cage as remarkable a beast as can be seen on this earth. Of course I don't know what is yet in the forest, but for untamed animals of the kind, he is the largest and the best in captivity at the present moment. *Duke* was brought up by the famous Charni, the circus proprietor, who many years ago travelled throughout the East and Far East. Charni was visiting Japan in the beginning of the year 1898, and just before his departure he gave two performances for the Mikado and the Royal family of Japan. In his menagerie Charni possessed two Bengal tigers named *Kitty* and *Prince*, and about that time *Duke* and another formed a litter during the stay of the show in the Mikado's Kingdom. They were the noblest specimens of Bengal tigers then before the public eye, and the largest and the best in captivity at the present moment. *Duke* was the price paid for the animals by Charni on their being landed in Singapore, and James Frame, who was then their trainer, brought these two little cubs, and put them into the lap of the Empress. She stroked it, and the cub licked her hand, and after a short time she expressed her desire to have one of the cubs given her as a present, and this was done. *Duke's* brother was given away to Her Majesty, and is now







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Hongkong, 16th August, 1900. 331

## OUR PARIS LETTER.

Paris, 5th January.  
The Anglophobe journals are at loose again.  
They are in ecstasies at the extension of the  
troubles in South Africa, and ridicule the  
welcomes that London has given to Earl  
Roberts. All that is within their natural rôle.  
As they do not allude to Rochefort's plan to  
organise a force of 20,000 men—25,000 less than  
what were solicited last year—that madcap  
scheme may be considered as ended. The  
Nationalists, or Anglo-hating party, have got  
neither the ships, the money, nor the men.  
They do not believe in prayer or palm-singing;  
they leave that to their chaplain, Dom Paul,  
who it is not surprising to hear is on a sick  
bed, owing to bronchitis. England has no  
occasion to occupy herself with the "Nation-  
alists." They would be a danger did they succeed  
in ousting the Ministry and bringing the old  
anti-Dreyfus military party into power. But  
that event would see Germany rushing to  
arms to be prepared, and France has no desire  
to cross swords with the Kaiser—unless assured  
of large battalions from other powers. But the  
moderate and professional expert press here, over  
worth listening to, are not tender for the latter-  
day tactics of Lord Roberts. They throw in his  
face his speech of 10th December last, that  
the war was over—when it has broken out  
violently afresh; they indicate his blunder in  
consenting to the return home of troops when  
they were so urgently needed in Africa, and in  
not adding, largely to the forces in South  
Africa. Such acts have paralysed for the  
moment the British army, which is really  
standing on the defensive, and must so con-  
tinue till local reinforcements be raised and  
fresh contingents sent from England and the  
colonies. In the interim, Lord Kitchener can  
be only musing his plans for sternly crushing  
out the revolt, and by severities convince the  
Boers that their dreams of independence are  
gone for ever. Plenty of martial law will do  
good; it separates the sheep from the goats.  
Then the treasonable prayers and sermons of  
the mouth but "dumb" Dutch clergy require  
to be amended by Lord Kitchener.  
It galls the French to see England having  
so many national rejoicings and so many pro-  
fitable wars. That for the British is a matter  
of complete indifference. But a General who  
has saved an empire from slipping away from his  
native land deserves the right royal welcome  
extended to him, as well as the new honours  
bestowed for breaking the back of the Kruger  
conspiracy. But the French are keenly at-  
tentive to the action of Earl Roberts in his  
administration at home; they feel so will  
give his country the reforms and the re-or-  
ganisation of her Army that so loudly cry for  
amelioration and change. This is why the for-  
coming estimates are eagerly looked for. But if  
the Commander-in-Chief says so many millions  
extra are required the nation will vote them.

The affairs of China are usual a puzzle; the  
nearby settlement is announced the further it  
appears to be away. The dissension of the con-  
cert of the allies cannot be far away if Russia  
has obtained slyly from China the right to  
protect Manchuria, but to run it with Chinese  
functionaries till the time arrives to getting  
rid of them by *negoties*. If that concession  
be a fact, the world has only to wait and see  
what is the value of the Anglo-German Agree-  
ment. Are all the Powers—save ambitious Bel-  
gium—to help themselves to "protectorates"?  
It is remarked that Li Hung-chang never was  
a serious sickness but it terminates in some  
concession to Russia. But as the Muscovite is  
the only ally that works for her own hand, he  
having so secured his ends, can naturally aid  
the other allies. France will follow in the wake  
of Russia. If it is for the "ruined, fat" to get  
As for Lord Salisbury, nothing is expected  
from him but platitudes. His *sermons* to be  
growing shorter.

The Japanese Press continues to be shocked  
at the outrages the Russians and the French  
practice on the Chinese, and affirm that  
pagans would not commit such atrocities. But  
at Port Arthur Japan ran up a very large  
anti-civilisation bill against their fellow race.  
Even in the present campaign they left their  
mark on their pagan adversaries. The Germans  
washed their swords well in the blood of the  
Chinese; they promised to do so, and have  
kept their word. If the French had no scruples  
about slaying pig-tails, they had about  
looting them; 40 packages of forget-me-nots  
they took from the Celestials are to be  
"restored" them—the packages might return  
to Marshall is. Under the second Empire a gi-  
gantic idiot was built in France for a padoue in  
Canton; the priests refused to take it, and sent  
it back to Paris for a temple in that city. Next  
it went to Amoy, and then to Paris again; the  
Customs sold it to pay expenses, and it forms  
a Gag and Macgag portion to-day in the facade  
of a Metropolitan Music Hall.

The birth of a Commonwealth to England is  
not pleasant reading for the French. Greater  
Britain will keep all Pacific troubles down.  
Delagoa Bay, in the hands of England's old  
ally, Portugal, cuts short all intrigues that  
France might be hatching to disturb the Cape  
route to Australia. An empire, and wholly  
British, as large as Europe nearly, is an out-  
put that the French cannot ignore. It puzzles  
the politicians of the Boulevard. But serious  
people are more deeply interested in the adop-  
tion by Australasia of tariffs exceptionally  
favourable to the Motherland. The adoption of  
such a measure—quite on the cards in due  
course—ought to make the French suspicious in  
time. The British Empire is self-contained; it  
has all that is requisite for its wants—even to  
saturated armies and fleets. England requires  
a little rest that will enable her to have all the  
strings of her possessions ranged in order.

The Octroi or Barrier Dues of Paris have  
by the new law abolished duties on non-al-  
coholic drinks, as beer, cider, perry and wine.

produced a hole in the Municipal Budget of  
two million francs. This the city legisla-  
ture will fill up by increasing the duties on  
brandy, whisky, liquors, &c., on clubs and  
their licences, &c. Every bottle of Scotch  
half-a-franc dearer to-day. Strangely, since  
wine has been declared free it has not become  
lower in price.

The French are now willing to accept the  
colony of Bathurst, West Africa, as a basis  
for clearing out of Newfoundland. A few years  
ago they refused to listen to that compro-  
mise, but since then England has augmented its  
potency, is rapidly becoming more formidable,  
and above all, has emancipated herself out of  
Little Englandism, fads, and sentiment. That  
said, it is better to indulge in barter than in  
war. Above all, no Hague solutions.

The women have secured another right, that  
of sitting on seats when behind their coun-  
ters and serving customers. It is time to  
extend the provisions of the act to the male  
assistants. On their legs from eight in the morn-  
ing till eight in the evening is martyrdom; the  
assistants soon break down; their limbs are  
subjected to all sorts of maladies. The shops  
are supplied with seats *pro rata* to the num-  
ber of assistants. Non-compliance with the law  
entails for the first offence a penalty of 5 to  
10fr., for the second offence the fine can mount  
to 100fr., and after that the manager or head  
director can be sent to prison. The act should  
have made provision for the assistants outside  
the shop, both male and female, who have to  
remain bare-headed all day, and in all weathers;  
selling remnants and bargains. The vital  
statistics of shop assistants have never been  
made; in any case they are peasants' children,  
who receive their board and lodging and a  
nominal salary. However, death owns them  
down the first.

Paris welcomed the coming guest—1901—  
with no demonstrations. A little later discussing  
politics in the cafes and sipping beers and all  
was over. Besides it is a very family holiday,  
though not passed in the family. The theatres  
and music halls attract their thousands. There  
was a shade of anxiety over people; in taking  
stock of the situation, they do not find that  
France has secured many gains during the year.  
The Exhibition more than ever is viewed as a  
magnificent failure, lies heavy on the national  
heart, and France has scored no political  
triumphs. She has still a few bad quarter-of-  
hours to pass through. The Major Cuignet  
incident is deplorable; the Major was acquitted  
by the Army Board of the charge of indis-  
cipline—disrespect to the Minister of War. When  
the Minister, in the full exercise of his right,  
sent him to prison for sixty days he wrote  
two insolent letters, and published them without  
permission. The plot was concocted in the  
salon of the Princess Mathilda. Generals Bri-  
effe and Mercier were parties to the plot to  
embarrass the Government. Mercier is an  
accomplished knave, and Brieffe is less a  
fool, and supported Esterhazy.

The Government has a hard nut to crack in  
the Bill for the regulation of some clerical  
orders—the Assumptionists, &c., the better to  
protect the Republic. The Pope himself as  
well as the clerical party are dead against  
the Bill, but many of the regular clergy  
are not. If the Church party vote straight  
and solid they might pick up sufficient votes  
to out the Cabinet. The latter now rely on  
the Socialists and their detestation of the  
clerical party for their majority. Any change  
of Government now, when the heads of the  
Army are not lovers of the Republic, might  
produce a grave crisis for France. But it would  
be less felt than in other days. France has not  
the power-aspirant to turn the world topsy-  
turvy at her will. She failed in that rôle in  
1870-71.

Though the Dreyfus affair lingers, and the  
hanged against the Martyr of the Devil's Isle  
subsides as keenly as ever, still no attempt is  
ever made to annoy him, although he lives  
quite openly in Paris. The Amnesty Bill seems  
to have put an end to the hopes of that party ob-  
taining redress for their wants; of course their  
adversaries are delighted to have been white-  
washed. There are a few incidents to note;  
there were 1,000 bodies lodged in the  
Morgue in 1900; there were only 850 in  
1899. It would appear that the influx of  
visitors ran up the total. But it is  
always the case with an exhibition year. An-  
other trouble has arisen—the Lucifer match ques-  
tion. This has created more attention than any  
other subject. Nothing more annoying when  
you have a box of matches at the end of hours  
and not one of them, whether struck upon or  
off the box, will ignite. Considering the cheap-  
ness of wax matches in England, and their desir-  
ousness here—500 per cent more—the Government  
has decided to adopt extensively wax matches for  
general use. The Customs have a sort of rage  
to search baggage for France for smuggled  
Lucifers. And if there be a culprit the penalty  
of 20 fr. must be instantly paid.

It is stated that the Paris beggars never  
secured such a haul of charity as they did on  
last New Year's Day. Some of the Amateur  
mendicants who got out to collect for the poor  
took receipts amounting to 250 fr.

At last the dispute over the Seine water as  
good for drinkable ends has been solved. A  
large barge with load sugar on board, and valued  
at 400,000 fr., sunk in an arm of the Seine, and  
all the sweetmeats was lost.

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Hongkong, 1st February, 1901. 318

## OFFICES TO LET.

**2ND FLOORS** of Nos. 62A and 64,  
and GROUND FLOOR No. 68,  
QUEEN'S ROAD CENTRAL.  
Apply to—

ON CHAI & CO.,  
2nd Floor No. 52, Gage Street.  
Hongkong, 16th January, 1901. 334

## TO LET.

**A HOUSE** in RYON TERRACE.  
"ROSENEATH," KOWLOON.  
Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 2nd February, 1901. 366

## TO LET.

**FURNISHED HOUSE** in KOWLOON  
for Seven months, from the end of March,  
1901.  
Apply to—

MORE & SEIMUND.  
Hongkong, 20th December, 1900. 72

## TO LET.

**BISNEE VILLA**, PORFUM ROAD  
Apply to—

LINSTEAD & DAVIS.  
Hongkong, 1st December, 1900. 369

## TO LET.

**NO. 6, RICHMOND TERRACE** (a Six-  
Roomed House).  
No. 2, RICHMOND TERRACE.—  
Possession from 1st April, 1901.  
Apply to—

LAU CHU PAK,  
Care of A. S. Watson & Co., Ltd.  
Hongkong, 5th February, 1901. 390

## TO LET—FURNISHED.

(The 30th April, 1901.)  
**BISHOP'S LODGE**, South, Peak.  
Apply to—

LINSTEAD & DAVIS.  
Hongkong, 16th January, 1901. 333

## TO LET.

**WITH IMMEDIATE POSSESSION.**  
**NO. 1, SELBORNE VILLAS**, KENNEDY  
ROAD.  
Apply to—

WO KEE & CO.,  
No. 18, Des Vaux Road.  
Hongkong, 2nd February, 1901. 400

## BOARD AND RESIDENCE.

**MES. GILLANDERS**  
"GLENWOOD,"  
21, CAINE ROAD.  
Hongkong, 20th September, 1900. 2457

## BOARD AND RESIDENCE.

**COMFORTARY FURNISHED**  
ROOMS, with Board.  
Apply to Mrs. MATHER,  
2, Podder's Hill.  
Hongkong, 1st January, 1892.

## BOARD AND RESIDENCE.

**MRS. SIDNEY JEFFREY,**  
"VERITAS,"  
BEACH ROAD WEST,  
FELIXSTOWE, SUFFOLK,  
ENGLAND.  
Hongkong, 28th August, 1900. 373

## FOR SALE.

**RURAL BUILDING LOT 103, BARKER**  
ROAD.  
Apply to—

HUMPHREYS ESTATE AND  
FINANCE CO., LIMITED.  
Hongkong, 31st January, 1901. 39

## SPECIAL EDITION.

**THE EXTRA SPECIAL EDITION**  
OF THE  
"HONGKONG DAILY PRESS"  
issued on the 23rd nit, containing  
SPECIAL ARTICLES

ON THE  
**LIFE OF THE LATE**  
**QUEEN,**  
BY  
**LADY JEUNE.**

is on Sale at 10 Cents per copy Cash,  
12 Cents per copy with postage.

## INTIMATIONS

## EYE-SIGHT.

MR. N. LAZARUS,  
Oculist-Optician, of London and Calcutta,  
may be consulted for SPECTACLES at  
16, Queen's Road Central  
(R. HOUGHTON & Co.)  
(Nearly opposite the HONGKONG HOTEL).  
Business Hours: ... 9 a.m. to 5 p.m.

A Great proportion of cataracts and diseases  
affecting those advancing in life occur to  
those having some deficiency in the construction  
of the eyes—the many years of "Eye Strain"  
ending in serious forms of disease. Glasses  
specially adapted in youth to those requiring  
them save and preserve the sight.

Constantly recurring headaches, spells of  
dimness when reading, weak eyes, the letters  
running together; any of these symptoms indi-  
cate a deficiency in the form of the eye requir-  
ing Glasses only to correct and cure.  
Mr. LAZARUS supplies his SPECTA-  
CLES only after testing the sight.  
ADVICE FREE. 77

## PIANOFORTE LESSONS.

MISS M. MARQUES DA SILVA begs  
to notify that she undertakes to give  
LESSONS in PIANOFORTE to Ladies and  
Children. Terms very moderate.  
Enquiries by letter, care of Office of this  
Paper. Hongkong, 15th January, 1901. 319

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED  
is now prepared to receive perishable pro-  
visions for Cold Storage at EAST POINT at  
Moderate Rates.  
Wm. PARLANE,  
Manager.  
Hongkong, 17th February, 1899. 365



## VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	PROMETHEUS	Brit. str.	—	Day	BUTTERFIELD & SWIRE	To-day
LONDON, &c. VIA PORTS OF CALL	COROMANDEL	Brit. str.	—	P. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 16th inst. at Noon
LONDON	ALCONOR	Brit. str.	—	Fulford	BUTTERFIELD & SWIRE	On 18th inst.
LONDON	SHANGHAI	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	On or about 21st inst.
LIVERPOOL	IXION	Brit. str.	—	Robinson	BUTTERFIELD & SWIRE	On 5th Mar.
BREMEN, VIA PORTS OF CALL	GLAUCOS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst.
MARSEILLES, LONDON & ANTWERP, Y. S. POKE, &c.	HAMBURG	Ger. str.	—	A. Kroch	MILCHERS & CO.	To-morrow, at Noon
MARSEILLES & LONDON	KANAGAWA MARU	Jap. str.	—	J. McKennie	NIPPON YUSEN KAISHA	On 8th inst. at Daylight
MARSEILLES, &c. VIA PORTS OF CALL	JAVA	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 8th inst. at Noon
MARSEILLES, LONDON & ANTWERP, Y. S. POKE, &c.	LAOS	Brit. str.	—	Flandin	MILCHERS & CO.	On 11th inst. at 1 P.M.
MARSEILLES, HAVRE, CHAGEN, & BALTIC PORTS	SADO MARU	Jap. str.	—	W. Thompson	NIPPON YUSEN KAISHA	On 22nd inst. at Daylight
HAVRE & HAMBURG	SIAM	Ger. str.	—	—	MILCHERS & CO.	Quick despatch.
HAVRE & HAMBURG	SILESIA	Ger. str.	—	Bahle	CARLOWITZ & CO.	On 9th inst.
HAVRE & HAMBURG	PRESTON	Ger. str.	—	Froesch	CARLOWITZ & CO.	On 27th inst.
HAVRE & HAMBURG	MAHRE	Ger. str.	—	Jacob	CARLOWITZ & CO.	On or about 10th Mar.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Brann	CARLOWITZ & CO.	On or about 15th Mar.
TRIESTE, &c. VIA PORTS OF CALL	MARIA TERESA	Aus. str.	—	Rassovitch	CARLOWITZ & CO.	On or about 25th Mar.
NEW YORK VIA PORTS & SUEZ CANAL	POLARSTJERNEN	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 14th inst. P.M.
NEW YORK VIA PORTS & SUEZ CANAL	FOLMINA	Brit. str.	—	—	DODWELL & CO. (LIMITED)	On or about 5th inst.
NEW YORK VIA SUEZ CANAL	ALBENI	Ger. str.	—	Peterson	CARLOWITZ & CO.	Quick despatch.
VANCOUVER, VIA SHANGHAI &c.	EMPEROR OF INDIA	Brit. str.	—	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R.W. CO.	On or about 9th Mar.
VICTORIA, B.C., & TACOMA VIA SHANGHAI &c.	TACOMA	Brit. str.	—	A. Dixon	DODWELL & CO. (LIMITED)	On 1st Mar.
PORTLAND, OREGON, &c. VIA JAPAN, &c.	AMERICA MARU	Jap. str.	—	—	ARMHOLD, KARBON & CO.	On or about 10th Mar.
SAN FRANCISCO VIA SHANGHAI &c.	CITY OF PEKING	Amr. str.	—	—	TOTO KISEN KAISHA	On 7th inst. at Noon
SAN FRANCISCO VIA SHANGHAI &c.	GALIC	Brit. str.	—	—	PACIFIC MAIL S.S. CO.	On 14th inst. at Noon
SAN FRANCISCO VIA SHANGHAI &c.	CHANGHAI	Brit. str.	—	—	O. & S. S. Co.	On 23rd inst. at Noon
SAN FRANCISCO VIA SHANGHAI &c.	KASUGA MARU	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 7th inst.
AUSTRALIAN PORTS	TRINITY	Brit. str.	—	C. W. Haswell	NIPPON YUSEN KAISHA	On 15th inst. at 1 P.M.
SEATTLE, S. HAI, NAGASAKI, KOBE & YOKOHAMA	CHIEFLI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 22nd inst. at 4 P.M.
YOKOHAMA & KOBE	TIENTSIN	Brit. str.	—	C. D. Bennett, R.N.R.	P. & O. S. N. Co.	About 6th inst. at 4 P.M.
KOBE & YOKOHAMA	TAMBA MARU	Jap. str.	—	J. W. Wals	NIPPON YUSEN KAISHA	To-day, at 10 A.M.
NAGASAKI, KOBE & YOKOHAMA	ROSSETTA MARU	Jap. str.	—	N. Tait	NIPPON YUSEN KAISHA	On 16th inst. at Daylight
TIENTSIN	KWEITANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst. at Noon
SHANGHAI	KASHING	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day
SHANGHAI & JAPAN	BENGAL	Brit. str.	—	S. Barham	P. & O. S. N. Co.	On or about 16th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	BOMBAY	Brit. str.	—	G.M. Montford, R.N.R.	P. & O. S. N. Co.	On or about 28th inst.
POOHOW VIA SWATOW & AMOY	KLAUTSCHOU	Ger. str.	—	—	MILCHERS & CO.	Quick despatch.
SWATOW, AMOY & TAIWANFOO	AKASHI MARU	Jap. str.	—	K. Suzuki	MITSU BUSSAN KAISHA	On 13th inst.
MANILA, CEBU & ILOILO	ANPING MARU	Jap. str.	—	S. Atsumi	MITSU BUSSAN KAISHA	To-morrow, at Daylight
MANILA	KAIFONG	Brit. str.	—	R. W. Almond	BUTTERFIELD & SWIRE	To-morrow, at Noon
MANILA	SUNGKIANG	Brit. str.	—	—	SHENWAN, TONG & CO.	To-morrow, at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst. at 4 P.M.
SINGAPORE, PENANG & BOMBAY	SUISAN	Brit. str.	—	Todd	JARDINE, MATHESON & CO.	To-day, at Noon
	BORMIDA	Ital. str.	—	Sartorio	CARLOWITZ & CO.	On 15th inst. at Noon

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY)

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KANAGAWA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 8th Feb. at DAYLIGHT
TAMBA MARU	KOBE and YOKOHAMA	FRIDAY, 15th Feb. at DAYLIGHT
SADO MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 22nd Feb. at DAYLIGHT
ROSSETTA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Feb. at NOON
KASUGA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 22nd Feb. at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

Hongkong, 1st February, 1901. A. S. MITAHARA, Manager.

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	6th February
SACHSEN	WEDNESDAY	13th February
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	13th February
BAYERN	WEDNESDAY	20th March
STUTTGART	WEDNESDAY	27th March
KONIG ALBERT	WEDNESDAY	3rd April
PRINZ HEINRICH	WEDNESDAY	10th April
PRINZESS IRENE	WEDNESDAY	17th April
PREUSSEN	WEDNESDAY	24th May
HAMBURG (Hamburg-Amerika Linie)	THURSDAY	13th June
SACHSEN	THURSDAY	27th June
KLAUSCHOU (Hamburg-Amerika Linie)	THURSDAY	11th July

\* Calling at Amsterdam.

ON WEDNESDAY, the 6th day of February, 1901, at Noon, the Steamship "HAMBURG" of the HAMBURG-AMERIKA LINIE, Captain A. Kroch, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this Port as above. CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 5th February; Cargo and Special will be received on Board until 5 P.M. on TUESDAY, the 6th February; and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 6th February. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD. MELCHERS & CO. Agents. Hongkong, 24th January, 1901.

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY. Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 18 knots.

## PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

EMPEROR OF INDIA... Comdr. O. P. Marshall, R.N.R. WEDNESDAY 13th Feb. 1901

EMPEROR OF JAPAN... Comdr. H. Pybus, R.N.R. WEDNESDAY 13th Mar. 1901

EMPEROR OF CHINA... Comdr. H. Archfield, R.N.R. WEDNESDAY 13th April 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leaves daily, and across the Continent from the PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York, and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given cabin and about THE WORLD. Return tickets to various points at reduced rates. Good for 4, 8, 9, and 13 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for its recent Chicago World Exhibition), and the directness of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CABS AND MOUNTAIN HOTELS (which routes are owned and operated by the Company, and their appointments and cuisine are unsurpassed).

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Leaden Street.

Hongkong, 17th January, 1901.

THE OSACA SHOSHEN KAISHA, LIMITED. FOR FOCHOW VIA SWATOW AND AMOY. THE Company's Steamship. Captain K. Suzuki will be despatched for the above ports on WEDNESDAY, the 13th February. For Freight or Passage, apply to THE MITSU BUSSAN KAISHA, Agents. Hongkong, 31st January, 1901.

THE EAST ASIATIC COMPANY, LIMITED. FOR MARSEILLES, HAVRE, COPENHAGEN, and BALTIC PORTS. EVERYWEEKLY SAILINGS AT SAIGON. THE Company's Steamship. "SIAM" will be despatched as above about the beginning of February, 1901. For Freight, apply to MELCHERS & CO. Agents. Hongkong, 31st January, 1901.

NATAL LINE OF STEAMERS. THE Undermentioned GENERAL AGENTS in CHINA and JAPAN have been appointed to receive THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with the CHINA SYSTEM Navigation Co., and to receive bills of lading to CALCUTTA for Cargoes sent by the Natal Line. For Freight and other particulars apply to

DONNELL & CO. (LIMITED) General Agents for China and Japan. Hongkong, 24th January, 1901.

THE OSACA SHOSHEN KAISHA, LIMITED. FOR MARSEILLES, HAVRE, COPENHAGEN, and BALTIC PORTS. EVERYWEEKLY SAILINGS AT SAIGON. THE Company's Steamship. "SIAM" will be despatched as above about the beginning of February, 1901. For Freight, apply to MELCHERS & CO. Agents. Hongkong, 31st January, 1901.

THE OSACA SHOSHEN KAISHA, LIMITED. FOR MARSEILLES, HAVRE, COPENHAGEN, and BALTIC PORTS. EVERYWEEKLY SAILINGS AT SAIGON. THE Company's Steamship. "SIAM" will be despatched as above about the beginning of February, 1901. For Freight, apply to MELCHERS & CO. Agents. Hongkong, 31st January, 1901.

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## VESSELS ON THE BERTH

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Company's Steamship

## "SUISANG."

Captain Todd will be despatched as above TO-DAY, the 5th February, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 24th January, 1901. [367]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR SWATOW, AMOY, AND TAIWANFOO.

## THE Company's Steamship

## "ANPING MARU."

Captain S. Atsumi will be despatched for the above ports TO-MORROW, the 6th February, at DAYLIGHT.

For Freight or Passage, apply to THE MITSU BUSSAN KAISHA, Agents.

Hongkong, 24th January, 1901. [18]

## FOR NEW YORK VIA PORTS AND SUEZ CANAL.

## With Liberty to Call at MANILA.

## THE Steamship

## "POLARSTJERNEN"

will be despatched for the above ports on or about the 5th February, and will be followed by the Steamship

"POLMINA" about the middle of February.

For Freight, apply to DODWELL & CO., LD., Agents.

Hongkong, 23rd January, 1901. [118-3291]

## IMPERIAL GERMAN MAIL LINE.

## STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

## THE Imperial German Mail Steamship

## "KLAUSCHOU."

OF THE HAMBURG-AMERIKA LINIE, due here with the outward German Mail about the 5th instant, will leave for the above places about 24 hours after arrival.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 24th February, 1901. [8]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

## IN CONNECTION WITH THE

## ATCHESON, TOPKA AND SANTA FE RAILROAD CO.

## PROPOSED SAILINGS FROM

## HONGKONG TO SAN DIEGO AND SAN FRANCISCO,

## VIA INLAND SEA OF JAPAN AND HONOLULU.

## TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

## THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

S.S. "BELGIAN KING" ... On 7th Feb.

## THE Steamship "BELGIAN KING"

will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on THURSDAY, the 7th February.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Letters to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th February, 1901. [14]

## VESSELS ON THE BERTH

## NAVIGAZIONE GENERALE ITALIANA

## (FLORIO AND RUBATTINO UNITED COMPANIES).

## STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORIO and GENOA, also VENTURE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LIGURIAN and SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

## THE Steamship

## "BORMIDA"

Captain Sartorio will be despatched as above on WEDNESDAY, the 13th inst. at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 24th February, 1901. [6]

## NORTHERN PACIFIC

## STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

## FOR VICTORIA, B.C. AND TACOMA

## IN CONNECTION WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

## Steamer.

## Tons.

## Captain.

## Proposed Sailing

TACOMA 2,811 A. Dixon March 1

VICTORIA 3,502 J. Pantou March 8

DYKE OF FIFE 3,221 J. S. Cox March 15

GLENORIE 3,750 W. Trakes March 22

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

## HONGKONG TO LONDON, 252.

Excellent accommodation: First class Table, Doctor and Stewardesses carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

## HONGKONG TO NEW YORK, 248.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

## HONGKONG TO VICTORIA AND TACOMA, 235.

The best route to the KLYNDKE GOLD FIELDS. Frequent Sailings from VICTORIA and TACOMA to DYKE and ST. MICHAEL.

Rates of Passage to other Ports on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO. (LIMITED), General Agents.

Hongkong, 5th February, 1901. [11]

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, OPORTO, LONDON, LIVERPOOL, GLENOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG

## SUBJECT TO ALTERATION.

## STEAMERS.

## DESTINATIONS.

## SAILING DATES.

\* SILESIA (London with transshipment in Hamburg) On 9th Freight and

Capt. Bahle (London with transshipment in Hamburg) Feb. Passage.

FREIBURG (London with transshipment in Hamburg) On 27th Freight.

Capt. Froesch (London with transshipment in Hamburg) Feb. Freight.



## VESSELS ON THE BERTH.

## OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL
LONDON	"PROMETHEUS"	Day	On 5th Feb.
LONDON	"ALCINOUS"	Pulford	On 19th Feb.
LONDON	"IXION"	Robinson	On 5th Mar.
LIVERPOOL (Taking Cargo at London Rates).	"GLAUCUS"		On 16th Feb.

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS O. S. S. Co.

Hongkong, 20th January, 1901.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	KASHING	On 5th Feb.
MANILA, CEBU and ILOILO	KAIPOING	On 9th Feb. at Noon.
YOKOHAMA and KOBE	CHIRI	On 14th Feb. at 4 P.M.
MANILA	SURGIANG	On 15th Feb. at 4 P.M.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE	CHANGSHA	On 15th Feb. at 4 P.M.
TIENSIN	KWITANG	On 23rd Feb. at 4 P.M.

For Freight or Passage, apply to—

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 5th February, 1901.

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.	THURSDAY, Feb. 14, 1901, at Noon.
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, Mar. 12, 1901, at Noon.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	SATURDAY, Apr. 6, 1901, at Noon.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 23rd January, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM FOR SINGAPORE, BOMBAY, ADEN, SUZ, PORT SAID, AND TRIESTE.

(Taking Cargo at through rates to the BRASIS, to SOUTH AFRICA, PERMAN GULF, RED SEA, BLACK SEA, IZMIR, VENICE, and ADRIATIC PORTS).

THE Company's Steamship

"MARIA TERESA"

Captain Rosovich will be despatched as above on THURSDAY, the 14th inst., P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 2nd February, 1901.

## VESSELS ON THE BERTH.

## TOYO KISEN KAISHA.

## TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.	THURSDAY, Feb. 7, 1901, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	SATURDAY, Mar. 2, 1901, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	THURSDAY, Mar. 28, 1901, at Noon.

## THE Twin-Screw Steamship

## "AMERICA MARU"

will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 7th February, 1901, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 14th January, 1901.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"COROMANDEL"

Captain F. W. Vibert, R.N., carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 16th February, at Noon, taking passengers and cargo for the above ports.

Ships and Valuable all cargo for France, and for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 4th February, 1901.

## OREGON AND ORIENTAL STEAMSHIP COMPANY.

## IN CONNECTION WITH THE OREGON NAVIGATION &amp; NAVIGATION COMPANY.

## PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

TAKING CARGO TO JAPAN PORTS, THE UNITED STATES, AND CANADA.

THE Steamship

"EVA."

## NOTICES TO CONSIGNEES.

## FROM HAMBURG, PENANG AND SINGAPORE.

## THE H.A.L. Steamship

"SIBIRIA."

Captain Brown, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY, the 29th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th February, at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, 29th January, 1901.

## OCEAN STEAMSHIP COMPANY.

## CONSIGNEES per Company's Steamer

"DEUCALION"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Kowloon Godown Co., Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 8th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 12th instant.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1901.

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

## FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"BINGO MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 7th instant will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godowns, and Notice of same sent to this Office before the 10th inst., or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 1st February, 1901.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship

"TIENSIN."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—From London, &c., ex s.s. *Aradica* and *Egypt*. From Persian Gulf, ex s.s. *Java*, *Nasser*, and *Khandala*.

Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

A. M. MARSHALL, Acting Superintendent.

Hongkong, 3rd February, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—

ADOLPH OBERG, American ship, Amesbury—Standard Oil Co.

NOTICE OF REMOVAL.

THE Offices of the HONGKONG DAILY PRESS, CHUNG NGOI SAN PO, CHRONICLE & DIRECTORY, have this day been Removed to 14, DES VOUX ROAD CENTRAL, Entrance East Lane, formerly Messrs. Watts & Co.'s Office, behind Messrs. Shewan, Thomas & Co.'s premises.

Shanghai 1st May, 1900.

## HONGKONG.

## STEAMERS.

Amara, British ship, 1,368, Matlock, Feb. 2.

Jardine, Matheson & Co. America Maru, Jap. ship, 3,460, Geling, Jan. 28.

Toyo Kisen Kaisha. Anping Maru, Jap. ship, 1,058, Aisami, Feb. 2.

Mitsui Bussan Kaisha. Belgian King, British ship, 2,170, Wells, Jan. 25.

Butterfield & Swire. Cassius, German ship, 1,435, Goriach, Jan. 23.

Lauts, Wegener & Co. Cebu, American ship, 648, Fuchusagani, Jan. 28.

Holiday, Wise & Co. Chiyuen, Amr. ship, 1,172, Jamieson, Feb. 4.

Chowfa, Gor. ship, 1,155, Williamson, Jan. 12.

Melchers & Co. City of Bombay, British ship, 2,046, Morr, Dec. 28.

Dodwell & Co., Limited. Daphne, German ship, 1,290, Nissen, Jan. 16.

East Asiatic Trading Co. Devawongsa, German ship, 1,057, Textor, Feb. 1.

Butterfield & Swire. Empress of India, British ship, 3,003, Marshall, Jan. 22.

C. P. R. Co. Fausang, British ship, 1,410, Mitchell, Jan. 28.

Jardine, Matheson & Co. Foon Moon, German ship, 1,820, Wallis, Jan. 24.

Siemssen & Co. Haitan, British ship, 1,138, Roach, Feb. 1.

Douglas Laprak & Co. Hansa, German ship, 1,200, Schall, Jan. 5.

Siemssen & Co. Hongkong, French ship, 802, Panaher, Feb. 3.

A. B. Marty. Kish Ho, British ship, 1,082, Crawford, Feb. 4.

Siemssen & Co. Hae, French ship, 704, Godinau, Feb. 3.

A. B. Marty. Kailang, British ship, 1,024, Pennothor, Jan. 30.

Butterfield & Swire. Katsang, British ship, 1,640, Bradley, Jan. 27.

Jardine, Matheson & Co. Kvarren, Norw. ship, 1,574, Komitz, Jan. 13.

Butterfield & Swire. Loyal, German ship, 1,237, Lorenzen, Jan. 4.

Sander, Wisler & Co. Monksaton, British ship, 1,776, Davies, Dec. 31.

Order. Nanyang, German ship, 983, Lehmann, Jan. 23.

Siemssen & Co. Pax, Dutch ship, 1,207, Damster, Jan. 30.

Melchers & Co. Perla, British ship, 1,286, Almond, Feb. 2.

Shewan, Thomas & Co. Promethus, British ship, 3,585, Day, Feb. 2.

Butterfield & Swire. Quarta, German ship, 1,140, Johansson, Feb. 4.

Sander, Wisler & Co. Sabine Rickmers, British ship, 690, Nesbitt, Jan. 15.

Arnold, Karberg & Co. Saena, British ship, 4,506, Hudson, Dec. 28.

Dodwell & Co., Limited. Sandakan, Ger. ship, 1,374, Brandstetter, Jan. 24.

Melchers & Co. Siam, British ship, 989, Stovell, Feb. 1.

Bradley & Co. Strathford, British ship, 2,389, Forsyth, Jan. 2.

M. B. Kabba. Suising, British ship, 1,776, Tadd, Jan. 29.

Jardine, Matheson & Co. Sungking, British ship, 1,021, Moore, Feb. 4.

Butterfield & Swire. Taising, British ship, 1,544, Wilde, Jan. 4.

Jardine, Matheson & Co. Taiwan, British ship, 1,109, Harder, Feb. 4.

Butterfield & Swire. Tiensin, British ship, 2,555, Bennett, Jan. 31.

P. & O. S. N. Co. Tiger, Norwegian ship, 2,116, Wold, Jan. 12.

Mitsui Bussan Kaisha. Vienna, British ship, 1,653, McDougall, Dec. 31.

Hughes & Hough. SAILING VESSELS.

Adolph Oberg, Amr. ship, 1,262, Amesbury, Dec. 19.

Standard Oil Co. Dundee, British ship, 1,998, Hemming, Oct. 14.

Standard Oil Co. Lothair, Italian barque, 972, Bozzo, Jan. 19.

Order.

St. Paul, American ship, 1,824, Treat, Jan. 29.

Standard Oil & Co. Swanhilda, British ship, 1,999, Fraser, Nov. 28.

Standard Oil Co. Vimeira, British 4-m. bark, 2,233, McMillan, Jan. 23.

Order. West York, British bark, 700, Forster, Jan. 12.

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## THE WEATHER

CHINA COAST METEOROLOGICAL REGISTER, 3rd FEBRUARY, P.M.

Time	Bar.	Therm.	Hum.	Wind.	Remarks
12.00	30.0	65.0	75.0	Light S.W.	Mr. J. H. Aitken
1.00	30.0	65.0	75.0	Light S.W.	Mr. E. Anderson
2.00	30.0	65.0	75.0	Light S.W.	Mr. D. A. Andrews
3.00	30.0	65.0	75.0	Light S.W.	Mr. Anzura
4.00	30.0	65.0	75.0	Light S.W.	Mr. & Mrs. F. Kion
5.00	30.0	65.0	75.0	Light S.W.	Major H. S. King, R.E.
6.00	30.0	65.0	75.0	Light S.W.	Mr. & Mrs. B. Klammer

[illegible][illegible]

2,000	\$100	\$37 1/2	} for 1900 = 22

Barometer	30.25	30.40	P.M.	Mr. M. W. Graham	Capt. Percy Scott, C.E.
Temperature	48	41	50	Major W. Waindy, 1st	Mr. Percy Scott
Wind	N	N	SW	Major W. A.	Mr. H. H. H.
Direction of wind	N	N	N	Dr. G. M. Harton	Mr. H. H. H.
Force	0	0	0	Mrs. G. M. Harton	Mr. A. H. H.
Weather	B	B	B	Mr. J. Hays	Mr. A. H. H.
Moist	0	0	0	Lieut. Col. Hughes	Lieut. Col. Wheeler
Highs open air temperature on the day	48	41	50	Mr. H. U. Joffen	Mr. M. H. Wheeler
Lowest open air temperature on the day	32	32	32		
Morning Observations at Portney					

7,000	\$50	\$50	First year.....
100,000	\$100	\$100	100,000.....

Barometer 1 P.M. 30.25 Therm. 1 P.M. (Wet Bulb) 80			Capt. Stephen Cox, R.N.			Capt. Pyman								
Barometer 4 P.M. 30.28 Therm. 4 P.M. (Wet Bulb) 80			Capt. A. M. Clarke, R.N.			Capt. John C. Ross								
Thermom. 9 A.M. 87 Therm. Maximum 95			Mrs. Clarke			Capt. A. R. H. Sharpe								
Thermom. 1 P.M. 86 Therm. Maximum over 95			Mr. J. W. Crouch			Capt. Volpicini								
Thermom. 4 P.M. 87 Night Therm. 84														
<b>HONGKONG TIDE TABLE.</b>														
5th to the 11th February, 1904.														
High Water.			Low Water.											
Day of Month.	Hour.	Depth.	Day of Month.	Hour.	Depth.									
Mean Time.	Height.		Mean Time.	Height.										
Mon. 5	m. 10.45	2.7	m. 11.10	1.4										
Tues. 6	m. 10.55	2.8	m. 11.20	1.5										
Wed. 7	m. 11.71	3.0	m. 12.04	1.7										
Thurs. 8	m. 12.04	3.3	m. 12.38	1.8										
Fri. 9	m. 12.41	3.5	m. 1.05	1.9										
Sat. 10	m. 1.05	3.7	m. 1.56	2.0										
Sund. 11	m. 1.56	3.9	m. 2.47	2.1										
Mon. 12	m. 2.47	4.0	m. 3.00	2.2										
Tues. 13	m. 3.00	4.1	m. 3.54	2.3										
Wed. 14	m. 3.54	4.2	m. 4.48	2.4										
Thurs. 15	m. 4.48	4.3	m. 5.03	2.5										
Friday 16	m. 5.03	4.4	m. 5.58	2.6										
Saturday 17	m. 5.58	4.5	m. 6.54	2.7										
Sunday 18	m. 6.54	4.6	m. 7.51	2.8										
Monday 19	m. 7.51	4.7	m. 8.49	2.9										
Tuesday 20	m. 8.49	4.8	m. 9.48	3.0										
Wednesday 21	m. 9.48	4.9	m. 10.48	3.1										
Thursday 22	m. 10.48	5.0	m. 11.49	3.2										
Friday 23	m. 11.49	5.1	m. 12.51	3.3										
Saturday 24	m. 12.51	5.2	m. 1.54	3.4										
Sunday 25	m. 1.54	5.3	m. 2.58	3.5										
Monday 26	m. 2.58	5.4	m. 3.63	3.6										
Tuesday 27	m. 3.63	5.5	m. 4.30	3.7										
Wednesday 28	m. 4.30	5.6	m. 4.98	3.8										
Thursday 29	m. 4.98	5.7	m. 5.68	3.9										
Friday 30	m. 5.68	5.8	m. 6.40	4.0										
Saturday 1	m. 6.40	5.9	m. 7.14	4.1										
Sunday 2	m. 7.14	6.0	m. 7.90	4.2										
Monday 3	m. 7.90	6.1	m. 8.68	4.3										
Tuesday 4	m. 8.68	6.2	m. 9.48	4.4										
Wednesday 5	m. 9.48	6.3	m. 10.30	4.5										
Thursday 6	m. 10.30	6.4	m. 11.14	4.6										
Friday 7	m. 11.14	6.5	m. 12.00	4.7										
Saturday 8	m. 12.00	6.6	m. 1.29	4.8										

	Made in
Prices quoted	

WM. SCHMIDT & CO.  
 Translators.  
 Hongkong, 27th July, 1897. 188

No. 1 & 6, D'AGUIVA STREET.  
 Behind Hongkong Dispensary.  
 Hongkong, 5th April, 1898. 142

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**YEE SANG & CO.**  
**COAL MERCHANTS**  
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**FRESH AUSTRALIAN CREAMERY**  
**BUTTER** is lever top (ROSEBUD BRAND), **BACONS**, **HAMS**, **ENGLISH**

Co., Limited,  
Co., Limited.

Address—Care of Messrs KWONG SANG & Co.  
No. 144, DES VOEUX ROAD. 122 Hongkong, 31st January, 1901. [378]

**PEERLESS SCOTS WHISKIES.**

OF  
**HAIG & HAIG, LD., DISTILLERS SINCE 1679.**

3 Star, SPECIAL—The finest of all "Pea" WHISKIES at ..... \$18.00  
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ..... \$19.00  
Stop drinking cheap, Smoky Stuff, because "It comes through the Soda"  
Try HAIG & HAIG'S WHISKIES: pure, mellow, matured, pleasantly delicate flavoured  
Once tried, preferred to all others. Sole Agents for Hongkong

**F. BLACKHEAD & Co.**

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